planned for a navigable depth of 2.00 meters. It is also planned to provide necessary infrastnictural facilities like terminals, navigational aids, bank protection etc. Under the long term action plan, it is proposed to develop the existing waterways No. 1 and 2 for navigation of larger vessels by providing 3 meters depth and larger channel width and to provide mechanised terminals and night navigational facilities based on cargo offering. Similarly, in National waterway No. 3, it is proposed to deepen the channel further in the entire National Waterway with night navigational facilities and mechanised terminals.

कांडला बंदरगाह पर ड्रेजर्स लगाया जाना

1003. **श्री अनन्तराय देवशंकर दवे :** क्या जल-भूतल परविहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या कच्छ में कांडला बंदरगाह मुक्त बंदरगाह क्षेत्र, पोरबंदर और वाडीनार पर ड्रेजर्स अधिष्ठिपित किये गए है,

(ख) यदि हां, तो क्या इन ड्रेजर्स का इनकी पूर्ण क्षमता तक उपयोग किया जा रहा है,

(ग) यदि हां, तो इसके क्या कारण है,

(घ) क्या सरकार ने कांडला मुक्त बंदरगाह पर बहुउद्देशीय ड्रेजर्स लगाने पर विचार किया है, और

(ड.) क्या ये विदेशी मालवाहक जहाजों की आवश्यकताओं को पूरा करने में सक्षम साबित होंगे ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री एम. राजशेखर मूर्ति): (क) से (ग) कलकत्ता पत्तन पर रख रखाव निकर्षण के लिए निकर्षक तैनात किए जाते हैं और इनका इष्टतम उपयोग किया जाता है । बाडीनार और पोरबंदर में कोई निकर्षक तैनात नहीं किया गया है ।

(घ)और (ड.) पोतों के लिए नौगम्य गहराई में सुधार के लिए कांडला में एक अतिरिक्त निकर्षक तैनात किए जाने का प्रस्ताव है ।

Norms for Establishment of Delhi Traffic Police

1004. SHRI TRILOKI NATH CHATUAVEDI:
DR. MURLI MANOHAR JOSHI:

Will the Minister of HOME AFFAIRS be pleased to refer to the answer to Unstarred Question 1581 given in the Rajya Sabha on 16th August, 1995 and state:

(a) when the strength of Traffic Police in Delhi was last determined and what were the salient norms for fixing the strength and status-wise strength so determined;

(b) what are the reasons for not evolving any norms for the traffic police strength in terms of number of vehicles and area to be covered etc.; and

(c) whether there are any established norms in India or elsewhere with regard to traffic police requirement?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (PROF. M. KAMSON): (a) The Staff Inspection Unit of the Ministry of Finance under-took a study of staffing requirements of the Traffic Branch of Delhi Police in 1981 and submitted its report on 8.7.1981. The study did not determine any norms. The status-wise strength recommended by Staff Inspection Unit is given in the enclosed statement. *(See* below)

(b) There are a number of variables which have to be taken into consideration while determining the staffing requirements of the Traffic Branch of Delhi Police. It is not possible to determine the strength only on the basis of number of vehicles and area to be covered.

(c) Traffic Police needs are determined on case-to-case basis for each urban agglomeration.